

APPROVED MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

April 25, 2013

Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Scottsdale: David Meinhart, Chair	* Litchfield Park: Woody Scoutten Maricopa
Avondale: David Fitzhugh, Vice-Chair	County: John Hauskins
ADOT: Kwi-Sung Kang for Floyd	Mesa: Jeff Martin for Scott Butler
Roehrich	* Paradise Valley: Jim Shano
Buckeye: Scott Lowe	*Peoria: Andrew Granger
Chandler: Dan Cook for Patrice Kraus	Phoenix: Rick Naimark
El Mirage: Sue McDermott	*Queen Creek: Troy White
Fountain Hills: Randy Harrel	Surprise: Terry Lowe
*Gila Bend: Eric Fitzer	*Tempe: Vacant
*Gila River: Doug Torres	Valley Metro: John Farry
Gilbert: Leah Hubbard	*Wickenburg: Julius Diogenes for Rick
Glendale: Purab Adabala for Debbie Albert	Austin
Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Lloyce
*Guadalupe: Gino Turrubiarres	Robinson

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews,	*Bicycle/Pedestrian Committee: Katherine
Avondale	Coles, City of Phoenix
*ITS Committee: Vacant Position	*Transportation Safety Committee: Julian
FHWA: Ed Stilling:	Dresang, City of Tempe

\* Members neither present nor represented by proxy. + - Attended by Videoconference  
# - Attended by Audioconference

OTHERS PRESENT

John Bullen, MAG	Michael Kies, ADOT
Alice Chen, MAG	Mindy Kimball, ASU School of Sustainability
Monique de los Rios-Urban, MAG	Greg Haggerty, Dibble Engineering
Bob Hazlett, MAG	Jorge Gastelum, El Mirage
Teri Kennedy, MAG	Bill Cowdrey, HDR
Jorge Luna, MAG	Dean Marten, Kiewit
Alex Oreschak, MAG	Clemenc Ligocki, McDOT
Nathan Pryor, MAG	Sam Elters, Parsons
Paul Porell	Andy Beran, Quality Transport
Velvet Mathew, ADOT	Steve Jimenez, Stanley Consultants
Armando Lopez, ADOT - railroad	Steve Schab, Sundt Construction, inc.
Carlos Lopez, ADOT	Marge Zylla, Tempe
Robert Travis, ADOT	David Moody, URS

1. Call to Order

Chairman Meinhart from the City of Scottsdale called the meeting to order at 10:05 a.m. He began by informing the committee of the new handout available related to Agenda 5a - Project Changes.

2. Call to the Audience

Chairman Meinhart asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

3. Approval of Draft February 28, 2013 Minutes

Mr. Jeff Martin from City of Mesa motioned to approve the minutes. Rick Naimark from the City of Phoenix seconded, and the motion passed by a unanimous voice vote of the Committee.

4. Transportation Director's Report

Chairman Meinhart recognized Mr. Roger Herzog, Senior Transportation Project Manager. Mr. Roger Herzog reported that the Regional Area Road Fund (RARF) for the month of March is up 4.7 percent compared to March last year. Collections for this fiscal year-to-date are also up 4.7 percent. This is about one-half percent lower than estimated. Among the RARF components, contracting is down 3.8 percent compared to estimate. The retail component is above slightly at .4 percent. The Highway User Revenue Fund (HURF) is down in March by 2.8 percent compared to last year. Collection year-to-date is also down .6 percent. This is 1.4 percent lower than the current estimate. The largest component driving the drop of the HURF, diesel fuel, is down 4.8 percent compared to the estimate signaling the economy's effect on trucking.

Mr. Roger Herzog announced that the South Mountain draft Environmental Impact Statement will be released tomorrow. The public hearing is May 21, 2013 at the Phoenix Convention Center from 10 a.m. to 8 p.m. Please contact Bob Hazlett with any questions.

5. Consent Agenda

Addressing the next item of business, Chairman Meinhart directed the Committee's attention to the consent agenda item 5A Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program.

Chairman Meinhart noted that there were changes to the original mail out. The changes are reflected in the hand out provided at the table. He asked the Committee if there were any questions or comments. Seeing none, Mr. Dan Cook from City of Chandler motioned to approve the minutes. Mr. Terry Lowe from the City of Surprise seconded, and the motion passed by a unanimous voice vote of the Committee.

6. Project Changes - Amendment and Administrative Modification to the 2012 Arterial Life Cycle Program, and as appropriate to the Regional Transportation Plan 2010 Update and Fiscal Year 2011-2015 MAG Transportation Improvement Program

In early March, project workbooks were distributed to all lead agencies. Lead agencies were able to review, update, and verify all project information. The project changes found in Table A and Table B of your attachment reflect these updates.

Chairman Meinhart invited Mr. John Bullen, MAG Transportation Planner, to present on Project Changes - Amendment and Administrative Modification to the 2012 Arterial Life Cycle Program, and as appropriate to the Regional Transportation Plan 2010 Update and FY 2011-2015 MAG Transportation Improvement Program. Mr. John Bullen reported that State statutes require that MAG develop a budgeting process to ensure that costs for the arterial program do not exceed available revenues schedules. Key factors impacting the FY 2014 ALCP Update include: 1) New transportation funding authorization bill (MAP-21) and, 2) Development of the FY 2014-2018 Transportation Improvement Program. Mr. John Bullen explained that the FY 2014 ALCP update will be split into two phases: 1) Work schedule and cost updates and 2) Project reimbursement updates.

Mr. John Bullen explained that programmed reimbursements were largely unchanged. Reimbursements were only adjusted in instances where either the project work phase was deferred beyond the programmed reimbursement or the costs for the project work phase decreased so that the 70/30 match ratio was no longer maintained.

Referring to the attachments in the agenda packet, Mr. John Bullen noted that programmed reimbursements were largely unchanged. Tables A and B also include proposed changes to projects programmed in the ALCP. The ALCP Policies and Procedures require that specific proposed changes to projects programmed in the ALCP must be recommended by the MAG Street Committee before inclusion in the draft ALCP. The MAG Street Committee reviewed and approved three project change requests:

- Changes in scope and length to the Thunderbird Road: El Mirage to Grand Avenue project.
- Changes in scope to the El Mirage Road: Cactus to Grand Avenue project.
- Consolidation of two project segments within the Gilbert Road: SR-202 to Hunt Highway project.

In total, the project schedule updates include 16 project advancements and 41 project deferrals. Currently there is a balance of \$7.6 million in the program, however, due to the decline in forecasted revenues, a RARF closeout will not be held in FY2013. The rebalance is expected to begin late April/early May and conclude in June 2013 for approval by MAG Regional Council.

Mr. Jeff Martin inquired about the interaction between the new Managers Working Group and the ALCP Working Group. Mr. Bullen replied that the Managers' Working Group addresses high level policy direction while detail project changes would be addressed at the ALCP level.

Chairman Meinhart noted that there were more deferrals than advancements and that dollar amounts were pretty consistent with past ALCP updates.

Mr. Jeff Martin expressed concern that the changes are not fully understood when members are asked to recommend approval and requested simplification to the reporting methodology. He also request clarification as to why deferrals outnumber advancements. Mr. Bullen answered that

it was not one single issue but as agencies go through their updates, their priorities change. He added that the first two years in the program are solid with most of the changes are later in the program.

Chairman Meinhart added to the request a summary level as well as the original TIP format for future reporting documents.

Mr. Dan Cook from City of Chandler motioned to approve the amendments and administrative modifications to the draft 2014 Arterial Life Cycle Program, and as appropriate to the Regional Transportation Plan 2010 Update and to the FY 2011-2015 MAG Transportation Improvement Program. Mr. Jeff Martin from the City of Mesa seconded, and the motion passed by a unanimous voice vote of the Committee.

#### 7. Southwest Valley Local Transit System Study Recommendations

Chairman Meinhart invited Mr. Jorge Luna, MAG Transportation Planner to present Southwest Valley Local Transit System Study Recommendations.

Mr. Jorge Luna explained that goal of the study was to understand the transit needs of residents in the Southwest Valley and ways to increase connectivity to the regional network. The project was approved in the FY 2012 Unified Program Work Program and URS was selected to assist on the project. Mr. Jorge Luna referred to study area in the presentation map. The study partners included Cities of Avondale, Goodyear, Buckeye, Phoenix, Litchfield Park, Tolleson, Maricopa County, and Valley Metro/RPTA.

The study outcome included short and long term goals in the local transit system. These were planning horizon years. Everything can be sped up or pushed back based on funding. The study followed a three leg planning approach that included data collection, summit and survey results.

The data component included future and existing land use, population, employment density. The cities were divided into villages. It showed that current travel patterns are primarily in north part of the city with future demand moving to the west and slightly to the south. A public survey was conducted and questions posed to residents include reasons for not using transit. The answers included convenience, time spent on a bus. Residents were asked if they would be will to pay a tax to be used for transit; 46% responded yes, 28% not sure, 26% no. Those who said not sure can be attributed to them not knowing what type of investment they would be getting.

The top three requests for transit service were late night bus service, increased frequency, and more destinations. Some of the findings from a public summit held in April 2012 included serving key activity centers, enhancing multimobility, promoting ease of use and creating permeable neighborhoods that provide connectivity to transit.

The results were narrowed down to a specific service area. It was found that the system would be unproductive at a larger scale. Initiating service that blanket the entire southwest valley planning area, would result in an unproductive system. A scaled down system would provide a balance between cost and productivity.

Service types recommended for implementation included arterial grid routes, circulators, and flex service.

The short-term recommendations focuses on subarea coordination with the continue efforts of a Southwest Valley Multimodal Group. Service recommendations included focus on circulator service, expanding east-west service to Litchfield Road, modifying existing service and increasing flex service. Long-term considerations were expanding service west, increasing coverage for flex service, continued improving and modifying routes for productivity. The estimated short-term cost implementation cost was 4.6 million. Funding options were local funds through general funds or local sales tax and leveraging federal funds.

Mr. Dan Cook asked if the fixed route service implied bus rapid transit service? Mr. Jorge Luna said no and that it was for fixed route service. Chairman Meinhart inquired if ADA requirements triggered by circulator service were addressed. Mr. Jorge Luna replied yes and that funding was added to cover that. Chairman Meinhart inquired as to how the study will be incorporated in the current plans. Mr. Jorge Luna explained that the study is a resource for participating member agencies. Implementation would be addressed at the local level. Mr. Cato Esquivel noted that it would be incorporated into the City of Goodyear's Transportation Plan.

Chairman Meinhart asked if there were any questions or comments. There being none, Mr. David Fitzhugh moved to recommend acceptance of the Southwest Valley Local Transit System Study. Mr. Dan Cook seconded, and the motion passed by a unanimous voice vote of the Committee.

#### 8. Update on Performance Measurement at MAG and MAP-21 Requirements

Chairman Meinhart invited Ms. Monique de los Rios Urban, MAG Performance Program Manager to present on Update on Performance Measurement at MAG and MAP-21 requirements.

Ms. de los Rios Urban reported that under MAP-21, the U.S. Department of Transportation will establish performance measures and targets in consultation with metropolitan planning organizations (MPOs) and others. MPOs must incorporate these performance measures and targets into their Transportation Improvement Programs (TIPs) and Long Range Transportation Plans. MPOs are also required to report on how these investments will make progress toward meeting those targets. Performance measures under MAP-21 introduce significant modifications to the federal-aid highway program and provide a means to accomplish the most efficient investment of federal funds by increasing the accountability and transparency, improving project decision making through performance-based planning and programming, and refocusing on national transportation goals.

The national goals are defined by MAP-21 are:

- (1) Safety
- (2) Infrastructure Condition
- (3) Congestion Reduction
- (4) System Reliability
- (5) Freight Movement & Economic Vitality
- (6) Environmental Sustainability

## (7) Reduced Project Delivery Delays

Ms. Monique de los Rios Urban added that implementation for target setting is within one year of Rulemaking and reporting within four years of Enactment.

Ms. Monique de los Rios Urban reviewed the state performance targets and plans. Within a year of the Secretary's final rulemaking on performance measures, states must set performance targets for the measures identified by U.S. DOT. MAP-21 imposes penalties on states that fail to meet their performance targets under the National Highway Performance Program and the Highway Safety Improvement Program. State DOTs must also incorporate performance targets into their transportation plans and state TIPs (STIPs) by publishing system performance reports and estimates of progress made toward performance targets.

Within 180 days of the establishments of State's targets. MPOs must establish performance targets that reflect national performance goals and measures. Measures must be coordinated with state DOTs and transit providers. MAP-21 also requires that the TIPs developed by MPOs include a description of the anticipated effect of the program on achieving regional performance targets identified in the long-range transportation plan. This requirement is designed to directly link investments to performance targets. The use of performance measures for metropolitan planning need to align with those established for statewide planning.

Mr. Dan Cook requested clarification on target reporting data, on whether it applied only to projects being built or if it included future projects. Ms. Monique de los Rios Urban, responded that projects currently in the Regional Transportation plans are defined. The Congestion Management Process has direct links to performance measurement. Any project that needs to be prioritized, have been evaluated utilizing performance based tools, the most recent example being the Congestion Management Air Quality (CMAQ) project selection process. Mr. Grant Anderson inquired how the region planned to improve road safety, given its critical role at the national level. He expressed concern about focus on congestion relief and not safety, particular speed related safety. He requested that the Transportation Review Committee (TRC) play an integral role on addressing the safety component of the performance measure plan. Ms. Monique de los Rios Urban iterated that safety is the primary goal and will be addressed at the local agency level as well as in future plans. Mr. Grant Anderson expressed his opinion that TRC should have an active role in planning and funding elements that would ensure that national goals are addressed.

Chairman Meinhart expresses his concern over the program's emphasis on cost. He inquired about level of coordination from ADOT, MAG and local government and stated his support for a collaborative effort. Ms. Monique de los Rios Urban assured the committee that the Arizona Department of Transportation Planning Department is meeting to discuss ongoing discussion points about national goals and how it applies in the state and continued updates to the committee with ongoing discussions.

Mr. John Hauskin shared with the committee the county's efforts on a connect a vehicle program that has successfully eliminated 80% of all accidents in a test corridor. He offered to provide to an updated to member agencies. Chairman Meinhart stated his support for roundabouts as a countermeasure.

Mr. Jeff Martin inquired about the more focus on traffic counts and cost benefits. Monique de los Rios Urban replied that it included a series of measures and targets that deal with congestion and deal with reliability. Most are data intensive. MAG is purchasing private data that includes arterials and the freeway system. She iterated the importance of traffic counts and speeds. She also noted national goals are the minimum required, but additional measurements are at the discretion of the MPOs.

Ms. Monique de los Rios Urban provided a short interactive demonstration the information currently available on the web. The tools included freeway data from 2009-2012, query's for throughput, am/pm peak, speeds. Analysis included lost capacity due to congestion and location of congestion and duration of congestion. The freeway system shows general statistics such as cost of travel, congestion, speed, general pattern of usage. Current efforts are underway for reporting on arterial roadways. Future data will include transit reporting.

Chairman Meinhart asked if there were any questions or comments. There being none he moved on to the next item on the agenda.

#### 9. ADOT Passenger Rail Study; Tucson to Phoenix

Chairman Meinhart invited Mr. Mike Kies, ADOT Project Manager, to present on Update on ADOT Passenger Rail Study from Tucson to Phoenix.

Mr. Mike Kies reported that the ADOT Passenger Rail Study had concluded a public outreach effort pertaining to several alternatives for alternative transportation modes between Tucson and Metro Phoenix. He explained the rationale for the study in that it originally came from the Passenger Rail Vision within BQAZ (Building a Quality Arizona) report, and also within the Statewide Transportation Framework Study and State Rail Plan.

He noted that Intercity Rail provided a transit backbone option for the Sun Corridor. The Passenger Rail Corridor Study Process began in 2011 and would proceed through January 2014, and included an Alternative Analysis (AA), Environmental Impact Statement (Tier 1), and Service Development Plan. He said that there were seven preliminary alternatives between Phoenix and Tucson (One bus alternative on I -10 as per FTA) and six rail alternatives. Some of the alternatives were non-Union Pacific mainline, or via I -10, via the proposed N-S Corridor & US60 or a combination of alternatives, such as the UPRR Southeast Branch , UPRR Tempe Branch, or UPRR Chandler Branch. He said the goal was to use the process to refine the seven down two corridors this summer, then further refining down to one Locally Preferred Alternative (LPA) by fall 2013.

Mr. Mike Kies reiterated that ADOT had just completed a massive public outreach campaign, with over 6,600 completed comment forms, and over 30 public meetings and events, over 70 agency and stakeholder meetings along with highly visible social media and print/video media coverage. He noted the schedule and next steps, which included: ongoing coordination and support from local agencies; Spring 2013 - a Final Alternatives for EIS (Environmental Impact Statement); Fall 2013 - a Draft EIS; Fall 2013 - a 45 day public comment period and public hearings; and in Winter 2013 - a Final EIS and final report.

Mr. Dan Cook commented on the statewide effort and inquired about the final decision making authority on the LPA. Mr. Mike Kies replied that it is coordinate effort with all agencies; however, it will likely not be complete consensus. The FRA and FTA will have final input on the published material. Staff provides input on alignment.

Mr. Jeff Martin asked about the coordination with the underlying transit system, including mobility at the destination. Mr. Mike Kies replied that last mile analysis is being conducted. Mr. John Farry asked when those results would be available. Mr. Mike Kies said it would be a blended system that included both express and local bus service. Mr. Mike Kies request clarification of the locations of the connectivity to the high capacity system. According to Mr. Mike Kies, four were identified, the locations included Ahwatukee.

Mr. Rick Naimark expressed concern about information survey recipients had about speed, ridership, and cost.

Mr. John Farry asked if the analysis will include new starts criteria? Mr. Mike Kies said yes, given ADOT's continued coordination efforts with the FTA.

Chairman Meinhart asked if there were any questions or comments. There being none he moved on to the next item on the agenda.

#### 10. Request for Future Agenda Items

Chairman Meinhart requested topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting. Mr. Grant Anderson requested the committee's involvement in future safety issues.

#### 11. Member Agency Update

Chairman Meinhart offered opportunities for member agencies to present updates to their community. There were none.

#### 12. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, May 23 2013 at 10:00 a.m. in the MAG Office, Saguaro Room.

There being no further business, Chairman Meinhart adjourned the meeting at 10:38 am.